

twenty or more accidents is given in Table 2. A comparison of this list with the one done in the 1972 Thoroughfare Plan shows some significant changes. Boundary Street at Harper Avenue has dropped from twenty-two accidents to eight accidents during the study period and NC 18 at Main Street has dropped from twenty-nine accidents to six accidents for the same period. Harper Avenue at Morganton Boulevard, however is still the highest accident location and has increased from forty-nine to fifty-eight accidents for a three year period. Connlley Springs Road at Virginia Street is the second highest accident location and has increased more since 1972 than any other intersection evaluated. Improvements and/or changing travel patterns have caused a decrease in traffic accidents on US 321 at NC 18 and on NC 18 at Norwood Street.

Major Thoroughfare System

An evaluation of recent accident reports and updated traffic were considered along with general socio-economic and environmental considerations in establishing existing and proposed major thoroughfare designations. A further description of each major thoroughfare by functional classification is given below and shown in Figure 4.

Radial Thoroughfares

The following streets carry traffic away from the central business district and thus function as radial thoroughfares.

NC 18 - N.C. 18 serves as a major radial thoroughfare leading southwest to Morganton and northeast to Wilkesboro. It serves as a major connector to I-40 and provides transportation for some of Lenoir's work force from other areas. Traffic projections for 1995 for some parts of NC 18 have already been exceeded. A four lane cross section is therefore recommended between the Outer Loop (presently under construction) and SR 1143 (Gamewell).

Virginia Street - Access to the CBD, NC 18 Bypass and the new Outer Loop are provided via Virginia Street. Also located along this road are several of Lenoir's major furniture industries and the Carolina & Northwestern Railroad. Previous travel projections for 1995 for this facility have also been exceeded in several locations, however widening to four lanes is only necessary between Harper Avenue and NC 18 Bypass.

Connelly Springs Road - Radial service to the southern portion of the study area is provided by way of Connelly Springs Road. It provides connectivity between Pleasant Hill Road and the new Outer Loop and is proposed for extension to Hibriten Drive. This will also ease travel between US 321 and NC 18 Bypass. Traffic accidents and congestion support the immediate need for widening to five lanes.

Norwood Street - Norwood Street provides major service between Lenoir and Hudson and a variety of businesses. It carries the designation of US 321A and helps to ease congestion on US 321. Previous recommendations for widening to four lanes from Mulberry Street to